

AMENDMENTS TO THE SPECIFICATION

Please rewrite paragraph 1 on page 1, lines 1-5, to read as follows:

--The invention relates to an aircraft wheel assembly and in particular, to one in which the assembly incorporates an axle housing sensing means, typically ~~tyre~~ tire pressure sensing means such as a ~~tyre~~ tire pressure indicating system (TPIS). Such a wheel would be a nose wheel. In the case of a main wheel assembly where an antiskid brake control is present, wheel speed sensing means, usually a wheel speed transducer (WST) will also be incorporated--

Please rewrite paragraph 2 on page 1, lines 7-11, to read as follows:

--Two major areas of concern to the aircraft industry are aircraft weight and noise. Reducing aircraft weight gives benefits in performance and cost of operation. This is especially true in the case of wheel and brake components that are only used during ground based ~~manoeuvres~~ maneuvers during the take-off and landing cycles but are carried with the aircraft throughout the flight. Such wheel and brake components have to be lifted into a storage bay during flight.--

Please rewrite paragraph 2 on page 2, lines 6-10, to read as follows:

--Aircraft wheel and brake assemblies are typically mounted on a hollow axle, within which are mounted other components such as, for example, wheel speed transducers and the ~~tyre~~ tire pressure indicating system. To prevent the ingress of dirt and moisture to mechanical and electronic components around and within the axle and it is common practice to fit a cover known as a “hubcap” over the end of the axle--.

Please add on page 2, line 11, the following heading:

--SUMMARY OF THE INVENTION—

Please rewrite paragraph 2 on page 3, lines 4-6, to read as follows:

--In the case of a main wheel, the aircraft wheel assembly will incorporate means for sensing ~~tyre~~ tire pressure and the cap member will incorporate means for mounting the ~~tyre~~ tire pressure sensing means.

Please rewrite paragraph 4 on page 3, lines 12-20, to read as follows:

--In another aspect the invention extends to the hubcap itself. More particularly, the invention extends to a hubcap for an aircraft wheel assembly which has an axle housing means for sensing wheel speed and means for sensing ~~type~~ tire pressure, the hub cap comprising a generally cup-like body having an end wall, the body having a flange at its mouth for engagement with clamping means by which the hub cap is fixed on to the free end of the axle, a slot extending from the flange into the side wall of the body to receive components of the ~~tyre~~ tire pressure sensing means, the inner surface of the end wall having deformations for engagement with the wheel speed sensing means, the body flaring outwardly from the end wall to the flange and hollow ribs being spaced about the exterior of the side wall of the body.--

Please rewrite paragraph 5 on page 3, lines 22-25, to read as follows:

--A hubcap of the invention is useful in the case of a nose wheel axle when it will reduce the noise caused by airflow over the ~~tyre~~ tire, nose wheel and axle assembly. It is also useful in the case of a main wheel axle when the airflow is over the ~~tyre~~ tire, main wheel brake and axle assembly.--

Please add on page 4, line 3, the following heading:

--BRIEF DESCRIPTION OF THE DRAWINGS--

National Stage of PCT/GB2005/001245
Attorney Docket No. S1011/20205
Preliminary Amendment Dated September 25, 2006

Please add on page 4, line 16, the following heading:

--A PREFERRED EMBODIMENT OF THE INVENTION--

Please rewrite paragraph 2 on page 6, lines 5-12, to read as follows:

--It has been found that the reduction in weight is not the only benefit of a hubcap of the invention. Computational Fluid Dynamics (CFD) analysis of airflow around the complete ~~tire~~ tire, wheel, brake and axle has shown that ribs 27 smooth the airflow around the hubcap. In flight with the landing gear down, noise is generated by pressure fluctuations resulting from complex flow patterns and separating flow regions. The reduction in noise level by use of a hubcap of the invention is a result of reducing such pressure fluctuations. The noise reduction benefit of the hubcap is particularly pronounced where the hubcap protrudes outside the wheel rim and has found to reduce noise levels at each wheel by up to 3dB.--